




# MICHIGAN Aviation

Published Quarterly for Users of Michigan's Air Transportation System 

2005 Vol. 38 No. 3

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2006 GREAT LAKES INTERNATIONAL  
AVIATION CONFERENCE - REGISTRATION MATERIALS  
MICHIGAN AIR TOUR 2005



# COMMISSION ACTION

*The Michigan Aeronautics Commission met in Lansing on May 25 and July 27, 2005 and in Traverse City on September 14, 2005. Among items acted upon by members was the approval of funding for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:*

## May 25, 2005 Meeting

### ADRIAN

Lenawee County Airport  
\$900,000 for costs associated with land acquisition. \$810,000 state and \$90,000 local.

### BELLAIRE

Antrim County Airport  
\$40,000 for purchase of snow removal equipment and for an Airport Layout Plan update. \$32,000 federal, \$7,000 state, and \$1,000 local.

### CARO

Tuscola Area Airport  
\$145,000 for animal control fencing, a new wind cone, and a segmented circle. \$13,500 state and \$14,500 local.

### CHARLOTTE

Fitch H. Beach Municipal Airport  
\$59,000 for land acquisition. \$47,200 federal, \$10,325 state, and \$1,475 local.

### CHEBOYGAN

Cheboygan County Airport  
\$400,000 for construction of a partial parallel taxiway. \$320,000 federal, \$70,000 state, and \$10,000 local.

### DETROIT

Detroit Metropolitan Wayne County Airport  
\$7,375,000 for residential sound insulation. \$5,900,000 federal and \$1,475,000 local.

### FREMONT

Fremont Municipal Airport  
\$60,000 for design work for apron rehabilitation and animal control fencing projects. \$48,000 federal, \$10,500 state, and \$1,500 local.

### GRAND LEDGE

Abrams Municipal Airport  
\$350,000 for T-hangar design and construction. \$280,000 federal, \$61,250 state, and \$8,750 local.

### GREENVILLE

Greenville Municipal Airport  
\$550,000 to rehabilitate runway lights and various pavement. \$440,000 federal, \$96,250 state, and \$13,750 local.

### HASTINGS

Hastings City/Barry County Airport  
\$50,000 for pavement crack sealing. \$40,000 federal, \$8,750 state, and \$1,250 local.

### IRONWOOD

Gogebic-Iron County Airport  
\$81,500 for acquisition of a snow blower. \$65,200 federal, \$14,262 state, and \$2,038 local.

### LOWELL

Lowell City Airport  
\$50,000 for consultant costs related to land acquisition. \$45,000 state and \$5,000 local.

### MANISTIQUE

Schoolcraft County Airport  
\$187,500 for purchase of snow removal equipment. \$150,000 federal, \$32,812 state, and \$4,688 local.

### MT. PLEASANT

Mt. Pleasant Municipal Airport  
\$183,500 for acquisition of snow removal equipment and construction of a building. \$146,800 federal, \$32,112 state, and \$4,588 local.

### ONTONAGON

Ontonagon County Airport  
\$187,500 for installation of precision approach path indicators on Runways 16 and 34, relocation of the non-directional beacon, a wind cone upgrade, and a fuel system credit card reader. \$150,000 federal, \$32,812 state, and \$4,688 local.

### OSCODA

Oscoda-Wurtsmith Airport  
\$65,000 for pavement marking. \$52,000 federal, \$11,375 state, and \$1,625 local.

### ST. IGNACE

Mackinac County Airport  
\$73,500 for building demolition and design work for T-hangar site improvements. \$58,800 federal, \$12,862 state, and \$1,838 local.

### SAULT STE. MARIE

Sault Ste. Marie-Sanderson Municipal Airport  
\$174,000 for an airport layout plan update, improvements to the runway safety area, and relocation of the wind cone. \$156,600 state and \$17,400 local.

## July 27, 2005 Meeting

### BATTLE CREEK

W.K. Kellogg Airport  
\$22,000 for land appraisal and relocation plan. \$17,600 federal, \$3,850 state, and \$550 local.

\$300,000 for construction of runway safety area improvements and installation of fencing. \$240,000 federal, \$52,500 state, and \$7,500 local.

### BEAVER ISLAND

Beaver Island Airport  
\$250,000 for acquisition of snow removal equipment and for seeding. \$200,000 federal, \$43,750 state, and \$6,250 local.

### BENTON HARBOR

Southwest Michigan Regional Airport  
\$2,105,263 for land acquisition. \$1,684,210 federal, \$368,421 state, and \$52,632 local.

\$45,000 for an evaluation necessary for a wetland permit. \$36,000 federal, \$7,875 state, and \$1,125 local.

### CADILLAC

Wexford County Airport  
\$30,000 for pavement crack sealing. \$24,000 federal, \$5,250 state, and \$750 local.

#### CARO

Tuscola County Airport

\$44,000 for design work for portion of a parallel taxiway. \$35,200 federal, \$7,700 state, and \$1,110 local.

#### FREMONT

Fremont Municipal Airport

\$711,000 for apron rehabilitation and construction of a perimeter fence. \$568,800 federal, \$124,425 state, and \$17,775 local.

#### HILLSDALE

Hillsdale Municipal Airport

\$410,000 for preliminary engineering work for extension of Runway 10/28, runway safety area improvements, and consultant costs associated with land acquisition. \$328,000 federal, \$71,750 state, and \$10,250 local.

#### HOWELL

Livingston County Airport

\$56,000 for consultant costs associated with land acquisition. \$44,800 federal, \$9,800 state, and \$1,400 local.

#### INDIAN RIVER

Calvin Campbell Airport

\$70,000 for partial runway rehabilitation. \$63,000 state and \$7,000 local.

#### MACOMB COUNTY

\$60,000 to study the feasibility of Macomb County assuming ownership of Romeo State Airport. \$30,000 state and \$30,000 local.

#### MANISTEE

Manistee County-Blacker Airport

\$591,000 to construct fencing for security and animal control. \$531,900 state and \$59,100 local.

#### MARQUETTE

Sawyer International Airport

\$335,536 to rehabilitate airfield markings, purchase snow removal equipment, and rehabilitate a terminal access door seal. \$318,759 federal, \$8,388 state, and \$8,389 local.

#### MARSHALL

Brooks Field

\$185,000 for construction of a helipad. \$148,000 federal, \$32,375 state, and \$4,625 local.

#### MASON

Mason Jewett Field

\$63,000 for design work for relocation of a taxiway. \$50,400 federal, \$11,025 state, and \$1,575 local.

#### MONROE

Monroe Custer Airport

\$18,000 for an airport layout plan update. \$14,400 federal, \$3,150 state, and \$450 local.

#### PELLSTON

Regional Airport of Emmett County

\$80,000 for an airport layout plan update. \$72,000 state and \$8,000 local.

#### PONTIAC

Oakland County International Airport

\$3,750,000 for residential sound insulation. \$3,000,000 federal, \$656,250 state, and \$93,750 local.

#### ROMEO

Romeo State Airport

\$3,000,000 in state funds for property acquisition.

#### SPARTA

Paul C. Miller-Sparta Airport

\$414,675 for land acquisition. \$331,740 federal, \$72,568 state, and \$10,367 local.

#### STATEWIDE

\$115,000 for an airport rescue/firefighting training system. \$92,000 federal and \$23,000 state.

### September 14, 2005 Meeting

#### DETROIT

Detroit Metropolitan Wayne County Airport

\$3,933,333 for construction of an aircraft deicing containment area. \$2,950,000 federal and \$983,333 local.

#### HOWELL

Livingston County Airport

\$203,500 to prepare the site of a new instrument landing system. \$50,800 federal, \$137,112 state, and \$15,588 local.

#### LAKE ISABELLA

Lake Isabella Airpark

\$50,000 for land acquisition. \$45,000 state and \$5,000 local.

#### LINDEN

Price's Airport

\$30,000 for fencing. \$27,000 state and \$3,000 local.

#### MIDLAND

Jack Barstow Airport

\$44,000 for design work for the rehabilitation of Runway 18/36 and taxiways. \$35,200 federal, \$7,700 state, and \$1,100 local.



● The five appointed members of the Michigan Aeronautics Commission. Left to right: Eric V. Smith; Terry Everman, Chairperson; James Collins, Vice Chairperson; Sidney Adams; and Lowell Kraft.

The September 14 meeting of the Michigan Aeronautics Commission was held at the Northwestern Michigan College M-TEC facility at the Cherry Capital Airport in Traverse City. The meeting was hosted by the NMC Aviation Department. Meeting business included the election of new Commission officers. Terry Everman, of Flushing, was elected Chairperson, replacing Sidney Adams. James Collins, of Marquette, was elected Vice-Chairperson. Each officer will serve a one-year term.

# MICHIGAN AIR TOUR 2005

● By Marcelaine Winingar Lewis  
Photographs by John Lewis

● Clare Municipal Airport, \$2.99 a gallon.



From Saginaw to Clare, The 2005 Michigan Air Tour had the festive atmosphere of a big family reunion picnic. With eight airport stops in between, food and beverage was in abundance as each airport rolled out its red carpet to welcome the 35 airplanes and 65 pilots and passengers.

It wasn't all food and fun. There was a "serious" side too. Robert Shafer, Michigan Aviation Association President, was tasked with the responsibility of presenting a 2005 Michigan Air Tour Plaque to local officials at each airport. Airports that had been previously visited by the Air Tour, which began in 1929, received a small plaque to display with the original large plaque they received on their first Air Tour visit. Airports honored for the first time by the Air Tour visit, received a large plaque marking the occasion.

Like cousins, aunts, and uncles at a big family reunion, the Air Tour pilots began informally grouping themselves at the various stops. The Cessna drivers were chatting about using Pledge and diapers to clean the windshields, the Glassair pilot was talking about airspeed, the Piper owners were over in a huddle discussing paint shops. The Beeches, RVs, Tigers, and Vans, and O2A were all represented.

Conversation ceased when Bob's booming voice echoed across the ramp and the presentation began. Animated and personable, a cross between everybody's favorite uncle and a ringmaster, Bob Shafer would "set us up" and we responded on cue.

He would begin with, "The Aviation Industry is vital to the State of Michigan. In 2004, it provided more than 101,000 jobs. Can anyone tell me what the economic impact of aviation was on the State of Michigan last year?"

All 65 of us, in unison, would boom back, "NINE POINT FOUR BILLION DOLLARS. . . WITH A B."



● One wing in each country. U.S. to the North, Canada to the South.

With much aplomb, at each presentation, Bob would continue, "Michigan has 243 public airports; 18,714 licensed pilots; and 7,000 registered aircraft. . ."

It isn't every day that 35 airplanes arrive in a flock at Saginaw, Brown (HYZ); Bad Axe, Huron County (BAX); Marine City (76G); Detroit Grosse Ile Municipale (ONZ); Jackson County, Reynolds (JXN); Sturgis, Kirsch Municipal (IRS); Benton Harbor, S.W. Michigan Regional (BEH); Holland, Tulip City (BIV); Grand Ledge, Abrams Municipal (4D0); and Clare Municipal (48D).

Shortly after the lead plane announced his intentions to land at Grand Ledge, a local flight instructor giving dual was deciding whether to have his student extend the downwind or duck in for a landing. He was heard on the CTAF inquiring, "How many airplanes in your group?"

"I'm the first of thirty-five."

"Could you REPEAT that?  
Did you say THIRTY-FIVE airplanes?"

"Affirmative."

There was silence on the CTAF; in our airplanes we were chuckling.

At the first stop, Friday morning, at Saginaw Brown, Tour Directors Nicki and Dick Acker had registered the aircraft and given each team a nifty canvas tote bag personalized with the airplane's tail number. It was stocked with candy, granola bars, water, diagrams of the airports on the Tour, and a Trivia Quiz.

The Trivia Quiz had been cranked out by last year's Trivia Quiz winner, Susan Mason. Earlier, Mason had flown to each airport on the Tour, scoured the terminal and FBO's walls and bulletin boards for sources of trivia questions. At Saginaw, one of the questions was, "During the airport dedication, Laura Dulski hung from an airplane by \_\_\_\_\_." The answer was found on a faded black and white photo in the terminal. "Her silk stockings!" The locals were happy to answer questions. But it was hard to tear ourselves away from the chocolate covered strawberries and other delicious breakfast foods they had provided, to track down the answers to the Trivia questions. Each airport on the Tour had its own page of questions. The Quiz was to encourage Tour participants to really explore the airports and find out about them.

People on the shores of Windsor and Detroit enjoyed the spectacle of watching thirty-five airplanes in procession flying down the Detroit River. The "Tourers" enjoyed their own spectacle of flying over the Ambassador Bridge and seeing sister countries, Canada and the USA off each wing tip. Savoring the freedom of flight on that leg was a delicious moment of the Air Tour.

Grosse Ile boasts a museum. We lingered. Raffle tickets were drawn. Prizes were given away. Poker hands were purchased. More food was eaten. The Ninety-Nines gathered for their first group picture with a Wright Brothers 2003 Anniversary Bear as the centerpiece.

The Trivia Contest is a subculture of the Michigan Air Tour. It's the thread of continuity that connects the airports. Jackson County

Reynolds Airport has a museum as well. Many aviation related war relics are exhibited; fair game for Mason's Trivia Contest.

The Tour Directors, Nicki and Dick Acker, had thought of everything. Jackson was the last stop of the day. Our luggage was tagged with the name of the hotel that we're staying at. While the aviators and aviatrixes are enjoying a Safety Meeting presentation by Dr. Greg Pinnell, the luggage was driven in vans to our lodging. Throughout the evening the vans circled between the airport, several restaurants, and the hotels.

Saturday morning, Steve Weaver, Detroit FSDO Aviation Safety Counselor gave us our weather briefing. It was "severe clear." The Ackers couldn't have ordered better weather for our second day of playing with our "sky family" while we carried Governor Granholm's Proclamation along with the plaques to the airports. *"Whereas, Aviation has a major impact on virtually every sector of our economy, including health and medical, agriculture, manufacturing, travel and tourism, and retailing."*

At many of the airports, TV, radio, and the press were present to quote Shafer and the Ackers, "On behalf of the Citizens of Michigan, I, Jennifer M. Granholm, Governor of the State of Michigan, have proclaimed the week of September 9, 2005, as Michigan Aviation week." Airport managers, recognizing the importance of media coverage for their airports, had enthusiastically invited the Michigan Air Tour to visit. They were on hand for the grip-and-grins. Warbirds, cute little tail draggers, sleek fast sexy airplanes, push-pulls. . . even for the uninformed media, they are photo opportunities that make "good news" and help The Michigan Aviation Association share the spirit of aviation.

On Friday, we were sent off with full tummies from Saginaw Brown. We weren't even hungry yet when they fed us again at Marine City. Saturday the scrumptious pulled-pork lunch at Benton Harbor fueled our enthusiasm for the family's new "Uncle" Bob's prompt, "How much is aviation's economic impact?"

Sixty-five voices is a lot of voices, "NINE POINT FOUR BILLION DOLLARS. . . WITH A B."

Presentation; Proclamation; Eat; Find Trivia; Gas; Go. After a day and a half of it, we had settled into a routine. However, the Tour organizers had provided us with a handout that included gas prices at the airports on the Tour stops.

Grand Ledge at \$2.95 and Clare at \$2.99 a gallon were the favorites compared to some of the prices topping out at \$4.45 a gallon. Nearly a buck and a half savings on a gallon

of gas, with some of the larger planes holding over 100 gallons, adds up quickly. Friendly, patient, good natured, we helped each other push planes into position for fueling. No one grumbled about waiting for economically priced fuel.

By sunset Saturday, the Michigan Air Tour had shown our appreciation to nine lower-Michigan communities for their airports. We had spent our own money to fly there to honor them and emphasize for the non-flying public the importance of their airport. We also wanted to emphasize how much FUN flying is. Many of us had taken a day off from work to participate.

One thing about the Michigan Air Tour, you don't miss any meals. The closing banquet at Jackson's Gilbert's was gourmet quality. Like many family get-togethers, there was entertainment. The Gel Caps, from Jackson crooned through desert. The Ninety-Nines, cleaned up after two days of having their hair crushed under headsets, engine oil ground into their cuticles, and av-gas fumes clinging to their clothes, sparkled for another group photo.

As our new "Uncle Bob" said so many times during the presentations, "But WAIT, there's more!"

Sunday morning we navigated to Clare for the final presentation and another meal with our "extended family." On an ordinary day, pilots flying into Clare for fuel are treated to a made-to-order chocolate milk shake or a

chocolate chip cookie baked fresh and waiting after the pilot calls "ten-miles-out." After fueling, the pilot is greeted by Acker with, "Do you want your cookie on top of the ice-cream or under it?"

Nevertheless, The Clare Pilots Association has some pretty good cooks, chefs, and bakers in their midst. The 2006 Tour will be in the Upper Peninsula for the first time in over a decade. Many of the pilots were already looking forward to the "U.P. Wilderness Tour" and discussing it.

The patriotism and American pride that the Michigan Air Tour participants possessed was echoed in the concluding words of Governor Granholm's Michigan Aviation Week proclamation, *"Whereas, events of recent years have reminded us that personal and business flying represent both the freedoms and the responsibilities that Americans cherish and defend. . ."*

For more information about the Michigan Air Tour, go to <http://www.miaviation.org>.

**Marcelaine Lewis** is a Master CFI, land and sea planes, an instrument-rated commercial pilot, Grand Rapids FSDO Safety Counselor, AOPA Airport Support Network Designee, and a Master Skydiver. Her free-lance writing has appeared in Cessna Owner, Piper Owner, Vintage Airplane, AOPA Pilot, Woman Pilot, Midwest Flyer, NAFI Mentor, Parachutist, McCall's, The AAA magazine, and Michigan Living, The International Journal for the Fantastic in the Arts, Teaching Theater, Michigan Education Association Voice, English Journal, Midwest Poetry Review, Superiorland, UP Catholic, Above the Bridge, Marquette Monthly and many newspapers. For three years she was a national-level American Red Cross Disaster Public Affairs Officer.



● **Cookie on the top?**  
Tour directors Dick and Nicki Acker at the Clare County Airport.



● **Members of the Michigan 99s:**  
(Left to right) Mary Creason, Patti Uncapher, Nancy Walters, Marcelaine Lewis, Linda Haynes, and Nicki Acker.



# AVIATION IN-FORMATION

On September 1, 2005 new aircraft equipment suffixes went into effect. The change includes suffixes which indicate aircraft certified for flight in Reduced Vertical Separation Minimums (RVSM) airspace.

## Aircraft Suffixes Effective September 1, 2005

SUFFIX EQUIPMENT CAPABILITY

NO DME	
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
DME	
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
TACAN ONLY	
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
AREA NAVIGATION (RNAV)	
/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
ADVANCED RNAV WITH TRANSPONDER AND MODE C	
If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)	
/E	Flight Management System (FMS) with DME/DME and IRU position updating
/F	Flight Management System (FMS) with DME/DME position updating
/G	Global Navigation Satellite System (GNSS), including GPS or WAAS, with enroute and terminal capability.
/R	Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
REDUCED VERTICAL SEPARATION MINIMUM (RVSM)	
Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.	
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM

The Federal Aviation Administration has unveiled a new web site (<http://sua.faa.gov/atcaaSplash.jsp>) designed to allow pilots to view the status of special use airspace (SUA) in real time. The site lists military operation areas, restricted areas, warning areas, and prohibited areas. Pilots may select either text or graphic formats to determine what SUA is active or scheduled to be active within the next 24 hours. The site does not include Temporary Flight Restrictions (TFRs), although it does provide a link to the FAA's dedicated site (<http://tfr.faa.gov/tfr/list.jsp>).

In March 2005 the FAA issued a Special Airworthiness Information Bulletin directed to owners and operators of single engine piston aircraft. While not mandatory, the bulletin advises pilots not to fly in Instrument Meteorological Conditions (IMC) unless the aircraft is equipped with either a back-up pneumatic power source or electrically powered standby gyroscopic instruments. This concern was echoed by vacuum pump manufacturer, Parker Hannifin Corporation in a communication to owners and pilots in June. Among the concerns cited by the corporation and FAA are the fact that many pilots are not trained adequately for partial panel flight.

What can you purchase for one penny per pound these days? One thing that comes to mind is your Michigan aircraft registration. Not only is the cost minimal, but 100 percent of the fee goes directly into the aeronautics fund for airport improvements, maintenance, as well as safety and training seminars.

Registration invoices for 2006 will be mailed out in November. Please help us get your aircraft properly registered by the due date, December 31, 2005 by submitting address or ownership changes prior to November. Please make sure the based airport is correct on your 2006 invoice. As noted above, the funds go back into serving the airports. The number of based aircraft is used for various reporting purposes.

In March of each year, a complimentary aeronautical chart is mailed to pilots who are listed on the FAA Michigan pilot registry at year-end. A free airport directory is mailed to owners of registered aircraft who have checked the box on the aircraft application or invoice. Due to the increasing cost of return mail and duplicate mailing charges, returned publications will not be re-mailed. Charts and directories are available for purchase. Check with your local airport. To purchase by mail, send your request, along with a check payable to the State of Michigan, to: MDOT Finance Cashier, P. O. Box 30648, Lansing, MI 48909. Charts are \$8.48, including tax; directories are \$10.60, including tax. For additional information, please contact us at 517-335-9719.

On August 4, the FAA released a final rule on a new second-in-command (SIC) pilot type rating. The new rule will bring the U.S. Federal Aviation Regulations into compliance with international standards on pilot certificates. The SIC final rule requires pilots who plan to fly outside of U.S. airspace and land in foreign countries to obtain the SIC pilot type rating. The final rule provides two means for obtaining the SIC rating: SIC familiarization training and an SIC training program, both detailed within the rule. NBAA commented on this proposal in November 2004, resulting in the FAA clarifying certain aspects of this rule, specifically limiting the rule to only international operations. The new rule became effective on September 6, 2005, and the compliance date for the rule is April 30, 2006. The full text is available on the FAA's web site at [www.faa.gov](http://www.faa.gov).

On September 1, the FAA began implementing new RNAV (Area Navigation) routes in terminal and high altitude airspace. The first of these routes, known as RNAV IFR Terminal Transition Routes (RITTRs), has been established in the Charlotte, North Carolina terminal area. The routes will be similar to Victor airways, including minimum en-route altitudes. On NACO charts, the terminal airways will be printed in blue. Eventually pilots may see such routes charted in many terminal areas where IFR transitions are currently difficult. In order to fly RITTRs, aircraft must be equipped with IFR-certified GPS or RNAV systems with the required navigational performance. Additional information is available in FAA Advisory Circular 90-100.



# ACCIDENT REPORTS

*The following accidents have been selected from Federal Aviation Administration and National Transportation Safety Board reports. Michigan Aviation does not attest to the accuracy of the reports, nor do we determine the cause of accidents.*

November 13, 2004, about 1500 eastern standard time, an amateur-built Gray Skybolt, piloted by a private pilot, was substantially damaged during an in-flight collision with trees and terrain near St. Clair, Michigan. The personal flight was being conducted under 14 CFR Part 91 without a flight plan. Visual meteorological conditions prevailed. The pilot reported minor injuries. The local flight departed a private airstrip near Anchorville, Michigan, about 1445. The pilot reported that after takeoff he proceeded to a position about 7 miles from the departure airport and climbed to 3,000 feet above ground level (AGL). He stated that he initiated a spin to the left. Once the aircraft entered the spin, he counted 2 full revolutions and then "centered the stick and rudder pedals" for recovery, however, the aircraft continued to spin. The pilot stated that he held neutral control positions for an additional 6 to 8 revolutions, at which time he elected to apply opposite (right) rudder and control stick inputs. The opposite control inputs had no effect and the aircraft continued the left spin. The pilot noted that he next applied full engine power for "about 2 or 3 seconds and it felt like it had no effect." The pilot noted: "As I got closer to the ground I again went neutral on the controls and I don't know why but the plane stopped spinning, I pulled the stick full back to pull out but I was [too] close to the ground. I estimate I was 40 to 50 feet above ground level when I went into the trees. I think I bounced off several trees before the plane hit the ground." The pilot reported that his girlfriend witnessed the spin. He noted that after the accident she told him that when she heard the "roar of the engine the plane stopped spinning and when she didn't hear the engine anymore the plane started spinning again." The pilot stated that there were no mechanical malfunctions of the aircraft. The pilot stated that he had recently bought the aircraft. He reported 8 hours flight time in the same make and model as the accident aircraft, all of which were accumulated within the previous 90 days. He noted that about 5 hours of that time was acquired as dual instruction during a checkout when he took ownership of the accident aircraft. The Federal Aviation Administration publication Airplane Flying Handbook, FAA-H-8083-3, stated that in absence of spin recovery techniques specific to a particular aircraft spin recoveries should be initiated by reducing engine power to idle, neutralizing the aileron position, applying full opposite rudder against the rotation of the spin, and providing a "positive and brisk" forward movement of the control stick to break the stall. Once the

spin rotation stops, the rudder position should be neutralized and elevator pressure should be applied to raise the nose to level flight. The handbook noted that "aileron control opposite the direction of the spin may cause the down aileron to move the wing deeper into the stall and aggravate the situation. It also stated: "Slow and overly cautious control movements during spin recovery must be avoided. In certain cases it has been found that such movements result in the airplane continuing to spin indefinitely, even with anti-spin inputs. A brisk and positive technique on the other hand, results in more positive spin recovery."

December 28, 2004, at 1135 central standard time, a Piper PA-23-250 (Aztec), piloted by a commercial pilot, was substantially damaged during an in-flight collision with terrain at the Gogebic-Iron County Airport (IWD), Ironwood, Michigan. The personal flight was operating under the provisions of 14 CFR Part 91. The flight was on an instrument flight rules (IFR) flight plan until the pilot canceled IFR on approach to IWD and proceeded under visual flight rules (VFR). Visual meteorological conditions prevailed at IWD. The pilot and 4 passengers sustained fatal injuries. The flight departed Menominee-Marquette Twin County Airport (MNM), Menominee, Michigan, about 1030. At 1115, about 15 miles southeast of IWD, the pilot reported an engine problem to Minneapolis Air Route Traffic Control Center (ARTCC). The flight was subsequently cleared for the instrument landing system (ILS) approach to runway 27 (6,501 feet by 150 feet, asphalt) at IWD. The pilot reported the airport in sight and canceled the IFR flight plan at 1127 about 4 miles east of the airport. At 1128 the pilot reported a hydraulic failure and stated that he was planning to manually extend the landing gear. The aircraft impacted terrain about 1/2 mile south of the approach end of runway 27.

January 9, 2005, at 1800 eastern standard time, a Cessna 414A, piloted by a commercial pilot, was substantially damaged during an aborted takeoff at Harbor Springs Airport (MGN), Harbor Springs, Michigan. The airplane impacted a snow bank and airport fence situated off the departure end of runway 28 (4,257 feet by 75 feet, asphalt). Visual meteorological conditions prevailed at the time of the accident. The business flight was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 91 with an

instrument flight plan on file with the Federal Aviation Administration (FAA). The pilot and his four passengers were not injured. The flight was originating at the time of the accident and had the intended destination of Marion Municipal Airport (MNN), Marion, Ohio. The pilot reported that he had landed at MGN around 1745 to pickup his passengers. He stated that the airframe "encountered light ice" during his descent into MGN and he "activated the deice boots" during the instrument approach. The pilot reported that he performed a preflight inspection of the airplane prior to departing MGN. He stated that there was "no significant ice on the aircraft" during the preflight inspection. The pilot reported that at departure the airplane was about 300 pounds under maximum gross weight. The pilot stated that when the airplane reached rotation speed during takeoff it "felt mushy" and he "immediately decided to abort the takeoff." He reported that he aborted the takeoff "slightly beyond" the halfway point of runway 28. The pilot stated that the aircraft slid on some snow at the departure end of the runway and impacted a snow bank and fence. In a subsequent statement the pilot reported that there "was no ice on any leading edges or on top of [an] airfoil" during the aircraft preflight. Emmet County Sheriff Department responded to the accident site. Photographs were taken by the responding officers that show ice accumulation on the leading edges of the wings and vertical stabilizer. Federal Aviation Administration (FAA) inspectors examined the airplane on January 10, 2005. FAA photos show ice accumulation on the leading edges of the wings and the horizontal stabilizer. An FAA inspector reported that there was about 1/4-inch of leading edge ice on the horizontal stabilizer during their examination. "The wing, when contaminated with ice, will ordinarily stall at a lower AOA [angle-of-attack], and thus at a higher airspeed," according to FAA publication "Pilot Guide - Flight in Icing Conditions." The publication states that "even small amounts of ice, particularly if rough" could affect the stalling angle of attack. The publication also states that during preflight pilots should "remove all frost, snow, and ice from aircraft surfaces because even very small amounts may adversely affect the aerodynamic properties of a wing." During preflight pilots should check the deice boots for "tears, abrasions, and cleanliness," according to the Cessna 414A Pilot Operating Handbook.

Continued on next page



## ACCIDENT REPORT Continued from previous page

February 4, 2005, at 0920 eastern standard time, a Beech BE-58, was destroyed when it departed from cruise flight and impacted the terrain in a wooded area 5 miles north of Niles, Michigan. The commercial pilot and three passengers received fatal injuries. The 14 CFR Part 91 business flight departed Sheboygan (SBM), Wisconsin, at 0738 and was en route to Lebanon-Warren County Airport (I68), Lebanon, Ohio. Ground fog was present in the area of the accident site, however, the airplane was in visual meteorological conditions at its cruise altitude prior to the time of the accident. The flight was on an instrument flight rules (IFR) flight plan.

July 4, 2005, at 1900 eastern daylight time, an amateur built gyrocopter, collided with terrain following a loss of control while in the traffic pattern at the Gladwin Airport (GDW), Gladwin, Michigan. The commercial rated pilot was fatally injured. The gyrocopter was substantially damaged. The 14 Code of Federal Regulations Part 91 solo instructional flight was operating in visual meteorological conditions without a flight plan. The local flight originated from GDW shortly before the accident.

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Mailing data for Michigan Aviation is obtained directly from the FAA database of current pilots. This includes individuals who have a current medical certificate as well as balloon and glider pilots, who are not required to hold medical certificates. We update this information approximately three times each year.

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